

## GASOLINE GOSSIP CLEANED AT GARAGES

The von Hamm-Young Company's garage, repair shop and salesmen presented as busy a sight during the past week as usual.

A number of new cars arrived by the Lurline and the Sierra, among them being the first high-powered imported car made by the famous firm of Renault Freres, of Paris. The Renault agency has just been taken up by The von Hamm-Young Company. It represents a new departure in the local automobile business, Honolulu following the lead of the large cities of the mainland in which the Renault is now one of the most conspicuous of high-class cars.

A great deal of interest has been shown in this new Model Renault. It is especially built for American roads. It has the famous long stroke bore being 4 1/2" and the stroke 5 1/2". This long stroke has the advantage of being far more economical than a short stroke engine. It gives an almost constant torque, allows a much higher compression and makes it possible for the car to run very slowly yet powerfully. It is quiet and smooth running, and its long stroke pulls quietly and evenly at low engine speed.

The Renault is generally recognized as Europe's best car and the arrival of this car in Honolulu has therefore created quite a sensation.

Among other cars received this week by The von Hamm-Young Company is a beautiful fore-door 7-passenger Packard touring car which has been purchased by Mr. Willard E. Brown. This car has preceded Mr. Brown by just a week as he will be back by the Mongolia on the 15th.

Mr. Walter Dillingham has also joined the ranks of the Packard enthusiasts, being the purchaser of a Model 30 5-passenger Packard phaeton, which is being very generally admired.

The latest convert to automobilism is Mr. A. Hocking who has purchased from The von Hamm-Young Company a six cylinder Thomas Flyer touring car. Mr. Hocking is greatly pleased with his purchase and is taking a great deal of pleasure in driving his beautiful car.

The Cadillac keeps to the fore as much as ever. A number of orders have been booked by The von Hamm-Young Company for the new 1911 cars.

Among reports from the mainland in reference to the Cadillac is the following account showing that the Cadillac starts easily after a six hour bath.

After having been submerged for six hours in the Pacific Ocean, a Cadillac Thirty was given a fresh supply of gasoline and started on its own power.

This remarkable incident occurred recently at Aberdeen, Wash. F. D. Demming and a party were driving on the beach, when suddenly the car sank to the frame in quicksand.

The tide was rising at the time, and before assistance could be summoned the car had been engulfed. When the tide began to recede and it was possible to reach the car, it was drawn up on solid ground.

A fresh supply of gasoline was procured, the carburetor drained to get all the water out of the system, and the car was started as readily as though it had not been buried in salt water for half a day. No water was found in the cylinders, or even in the crank case.

F. J. Le Gear is an Elk of Austin,

Tex. Instead of traveling by the grand lodge room at Detroit by rail, he drove from the Lone Star state to Michigan in his Cadillac Thirty. Throughout the long trip of 2287 miles, a tool touched the car once—and that was a wrench to tighten a nut. In the past year Mr. Le Gear has driven his car 24,400 miles, this distance including the trip from Austin to Detroit.

Of interest is also the sealed time run won by the Cadillac.

Coleman B. Harris, of Wilmington, Del., driving his Cadillac Thirty, won the sealed time run of the Delaware Automobile Association.

The run was from Wilmington to Oxford, Pa., and return, a distance of 72.6 miles. The sealed time was 4 hours 19 minutes, and the Cadillac's time was 4 hours 14 minutes.

In a sealed time run, the committee that decides upon the route, figures out the time which shall be allowed. The time is kept secret from the drivers, and the car which finishes in time closest to that decided upon by the committee is the winner.

Frank Thompson has purchased a beautiful 1911 Locomobile roadster car, and it will come to hand as soon as ever the factory can fill the order. The Locomobile is handled by the Schuman garage, and is one of the best cars that is to be seen in Honolulu. The Locomobile is easy running, and the powerful engine makes no more noise than a watch.

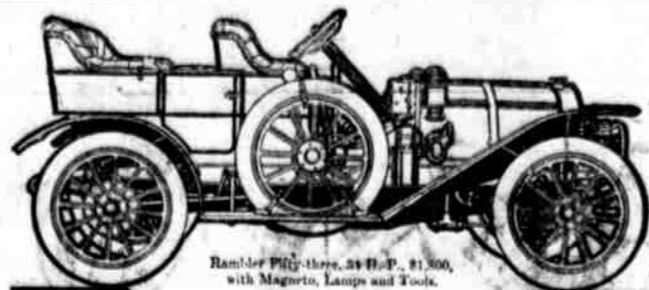
The finish of the car is also a thing of joy, and, taking it all together, the Locomobile is just about perfect. The Mitchell car is also handled by the Schuman garage, and these well-known autos are selling at a great rate. Four Mitchells arrived on the Lurline, and they are all practically sold. Jack Dillon of the Honolulu Iron Works bought a Mitchell roadster last week, and there have been several other inquiries about the machines.

The Flanders is another car that is handled by the Schuman garage, and this low-priced machine is being sold to arrive any time within the next few months. The Flanders is a nicely finished car that appeals to the man of moderate means, and there seems to be a great future ahead for the machine.

Manager Seymour Hall of the Associated garage reports a busy week during which several cars were sold and the repair shop kept busy all the time. Two Hudsons were sold to local people, and the cars are doing great work all over Oahu.

The demand for the 1911 Chalmers is as big as ever, and the factory will have a hard time keeping pace with the demand. These cars are considered to be the last word in autos of medium price, and they are very popular in Hawaii. One of the 1911 Chalmers is expected to arrive in the near future, and it will be inspected with interest by a large number of people who are in line to get one of the machines.

The Chalmers recently made the longest clean score in the Glidden tour. It appears that the Premier car, which was originally awarded the prize, carried a special oil-forcing pump which was not in conformity with the regular stock equipment. Manager Hall would very much



Rambler Fifty-three, 24 H. P., \$1,300, with Magneto, Lamps and Tools.

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D. A. Wilder  
Honolulu, Hawaii

Like all automobilists who intend making week-end tours not to leave getting their supplies and having the jobs done till the last minute. Earlier in the week would be just as easy for the patrons of the Associated, and the garage would be greatly helped if people would spread out a little instead of bunching on Fridays and Saturdays.

There has been quite a demand for Rambler cars, and H. A. Wilder has forwarded several orders to the factory. The Rambler is forging ahead in Honolulu and is rapidly becoming known all over the islands, also.

There are 112 automobiles registered on Maui and Molokai at present, and a number of others are expected to be running on the Valley Island within a short time.

By the judgment of the Ohio Supreme court, E. C. Irvine of Columbus, as receiver for the old Columbus, Sandusky & Hocking Railroad company, obtains a judgment for \$67,667 against the Pullman company of Chicago. This judgment is in support of the stock liabilities of the Pullman company.

Joseph Bush, alleged leader of the mob which hanged Carl M. Etherington at Newark, O., on July 8, was arrested at Harper, O., and rushed to the Newark jail.

Word has been received of the death of Georges Agassiz, a nephew of Louis Agassiz, the scientist, in Lausanne, Switzerland.

## HENRY WATERHOUSE TRUST CO., LTD.

### STATEMENT OF CONDITION, JUNE 30, 1910.

ASSETS.		LIABILITIES.	
Cash on hand and in bank	\$130,353.67	Capital:	
Bonds	3,000.00	Subscribed	\$200,000
Real estate	27,415.21	50% paid in	\$100,000.00
Stocks and other investments	30,300.67	Shareholders' liability	100,000
Mortgages secured by real estate	24,397.00	Undivided profits	78,677.44
Loans, demand and time	257,666.98	Trust and agency accounts	300,548.40
Furniture and fixtures	4,000.00	Other liabilities	396.01
Accrued interest receivable	2,248.53		
Other assets	239.79		
	\$479,621.85		\$479,621.85

Territory of Hawaii, )  
City and County of Honolulu )  
I, A. N. Campbell, Treasurer of the Henry Waterhouse Trust Co., Ltd., do solemnly swear that the above statement is true to the best of my knowledge and belief.  
A. N. CAMPBELL.

Subscribed and sworn to before me this 1st day of July, 1910.  
JNO. GUILD,  
Notary Public, First Judicial Circuit.  
4666—July 9, 6, 23, 30; Aug. 6, 13.

## NOTHING SO GOOD

IF A BURROUGHS ADDING MACHINE WAS NOT RELIABLE, TWO-THIRDS OF ALL OF THE BANKS IN THE UNITED STATES WOULD NOT HAVE IT IN OPERATION. IF THE MACHINE WAS NOT TO BE DEPENDED UPON FOR ACCURACY, IT WOULD NOT BE A PART OF THE OFFICE EQUIPMENT OF SO MANY OF THE BUSINESS HOUSES OF HONOLULU AND ELSEWHERE.

THE BURROUGHS IS CLOSELY RELATED TO THE NATIONAL CASH REGISTER AS AN OFFICE HELP. ITS MISSION DIFFERS SLIGHTLY, FOR WHERE THE FORMER IS A TIME-SAVER, THE LATTER IS A MONEY-SAVER IN THE HANDLING OF CASH. ADDITIONS ARE AS SIMPLE AS A-B-C WITH A BURROUGHS. THEY REQUIRE NO CHECKING; NO GOING OVER TO SEE IF THEY ARE CORRECT. FOR WHEN IT GETS THROUGH A COLUMN, NO MATTER THE DIMENSIONS, ONE MAY DEPEND UPON THE CORRECTNESS OF THE WORK.

THE NATIONAL CASH REGISTER PRACTICALLY ELIMINATES DANGER OF MISTAKES IN MAKING CHANGE. IF THE CASH IS SHORT OR OVER AT THE CLOSE OF THE DAY, THE RECORDS MADE BY THE INDIVIDUAL ENTRIES TELL WHO MADE THE MISTAKE, AND WHEN.

THERE IS VERY LITTLE CHANCE FOR A BURROUGHS OR A NATIONAL TO GET OUT OF ORDER. SHOULD EITHER FAIL IN ITS DUTY, WE HAVE AN EXPERT WHO WILL GIVE THE MACHINE IMMEDIATE ATTENTION, AND THERE WILL BE NO LOSS OF TIME, NO NECESSITY FOR GOING BACK TO THE OLDER AND UNSAFE METHODS. WE WOULD LIKE TO TALK OVER THE ADVANTAGES OF THESE PARTICULAR MACHINES WITH ANYONE INTERESTED.

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